

Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2011 No. 136



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope
Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

FLOWER POWER
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Cover: Glenn Grossklags' Mayflower outside his home in Chicago after heavy snow in February, more on page 6

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

ANNUAL GENERAL MEETING

The Triumph Mayflower Club Annual General Meeting will be held on Sunday, March 20, 2011 at the Village Hotel in Tempus Drive, Tempus Ten, Walsall WS2 8TJ West Midlands at 2.00 pm. This is the venue we have used for the last couple of years. The location is superb being almost immediately off the M6 at Junction 10, in fact it is even closer to the M6 junction than the school that has been home to our AGM meetings for more than ten years. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help to the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will all offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality. If necessary a vote is taken to satisfy our constitution. We shall this year be looking for a Chairman and Rally Secretary.

SUNDAY 20th MARCH 2011

**Village Hotel, Tempus Drive
Tempus Ten, Walsall WS2 8TJ at 2.00 pm**

Editorial

MANY THANKS for all your positive reactions on the previous edition of *Flower Power*! I have to say though that it was the club members who have taken the time to write the articles not me.

I promise to try to come up with more technical articles. In this issue you will find an article on the usage of synthetic brake fluid in classic cars.

I have also received two updates from our members. One from Glenn Grossklags with some great pictures of his Mayflower in the snow in Chicago and one from Alan Kingston who would love to fill in some gaps in the history of his Mayflower OOD 321.

We have also received an invitation to take part in the Liège-Brescia-Liège rally. It looks like this will be a great event for Mayflowers since the rally is only open to cars under 1500cc.

Club members receive a discount and in addition the Mayflower Club gets £100 for every member who enters. So if you would like to take part in a really this might be a great opportunity!

Enjoy reading and please keep on writing!

Very best regards, Nico ten Wolde

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are June 1, 2011; September 1 and December 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

TAIL LIGHT

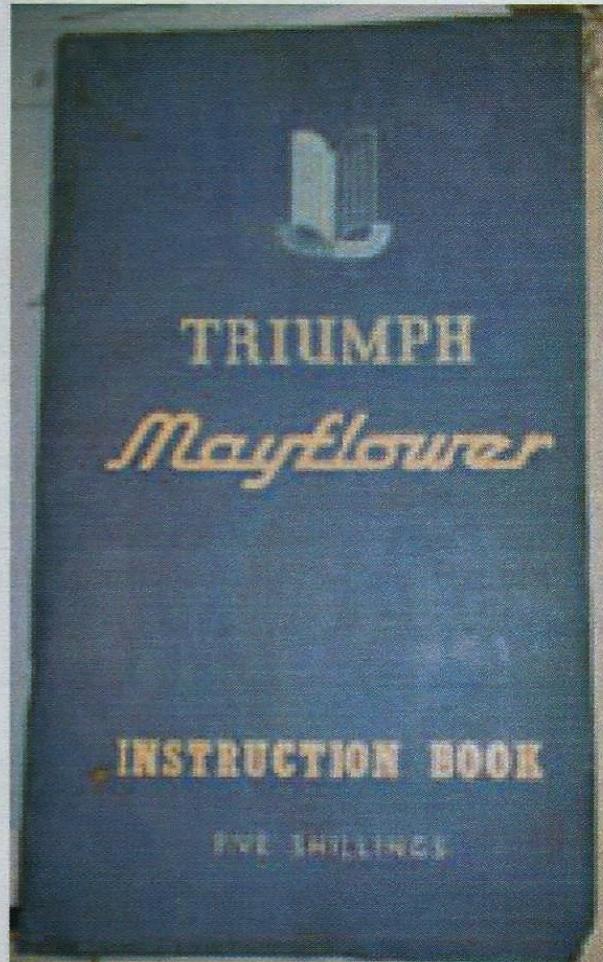
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Welcome

On behalf of the club, welcome and many happy Mayflowering years to our new members:

- 1122 Harry Forrest, Quarry Bank, DY5 2DQ
- 1123 Mark Berry, Lewisville, Texas, USA
- 1124 Malcolm Macintosh, Midlothian
- 1125 Terje Stamnes, Skatval, Norway
- 1126 Robert Overy, Banbury, Oxfordshire
- 1127 Bob Clarke Jnr, Middletown, MD, USA

Sad farewell

by John Gogay

I HAD owned a Triumph Mayflower since 1978 so it was with much regret that I said goodbye to PMV 97 after 13 years living in Wilmington.

I had had several offers for her over the last few years but had never been interested in selling. Then last year Brian Winston phoned me and asked if he could take a look with the idea of purchasing her.

I thought long and hard about selling the car, she had only been out of the garage three times in the last two years so I decided she deserved a better life than that.

So, on January 19, after all the snow had disappeared Peter, Brian's son, arrived to take her to her new home in Hertfordshire. A very sad day!



MAYFLOWER FOR SALE

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Mrs Robertson on 01884 35846

Compliments

Dear Nico,

I would like to compliment you on the Winter 2011 issue of *Flower Power*. It certainly was very international covering Australia, Austria, China, India, Norway, USA and even the UK!

The personal stories of Mayflower memories demonstrate the affection held for our cars. A Mayflower was the second car my family owned when I was a child in the 1950s. Sadly, I don't have any photographs of the car or know its registration but remember it fondly.

I bought my Mayflower (OOD 231) in October 2009 from a chap on the Isle of Wight. He had owned the car for about 18 months.

The previous owner of OOD 231, Helen Hunter (also on the Isle of Wight), had the car for at least 16 years. Some club members may remember her or the car; I believe she attended some rallies.

I have tried contacting a relative of Helen's to try to build some history but have not received a reply to my e-mail. If any member is able to fill in any gaps I would be most grateful.

Since purchasing my Mayflower I have carried out some work on her. I have fitted a stainless steel exhaust, replaced the dynamo, a rear wheel cylinder, new handles, etc. Thanks

to John Gogay for his help in supplying many items.

The most obvious change was a respray. The old paintwork was virtually matt in finish, she almost looked like a "rat rod" for those familiar with the term. I retained the previous colour as the primary colour, with grey as the secondary colour.

Judging by the interior of the boot she was originally silver/grey, so I felt the grey I chose paid some homage to her factory finish. I know my chosen paintwork is not original but do feel the two-tone finish compliments the razor edge styling.

I do have an American magazine from 1953 with a road test of a Mayflower that is two-tone, albeit with the secondary colour covering the whole of the front wings. I am waiting to have the interior reupholstered.

At present the seats are covered with a deck chair like material. The engine is a bit worn with the oil pressure dropping when warm.

I have attached a photograph of my car on a run on December 12, 2010. The picture was taken at Ashmore, the highest village in Dorset. The white area behind is a frozen duck pond. The road coming down from the village was very icy and driving was a bit "hairy" that day. She ran very well and it was a most enjoyable day out.

Finally, I spotted a Mayflower on television last night (19/02/11). There was an old clip of film in the BBC2 programme *Sebastian Faulks on the Novel*.

The car's registration was YML 786, in case anyone knows the car. Following the disappointment of not seeing a Mayflower on the Morecombe and Wise docudrama (horrible word, sorry) it was very nice to spot this one.



Best wishes,
Alan Kingston
(1103)
Poole, Hampshire

Cloverdale British Festival

by Larry and Linda Spouler

WELL, WE HAVE enjoyed the Mayflower through its first summer and fall show season and attended a wonderful British Festival held in Cloverdale.

Lady May took first in show among the other British car entrants. One very charming lady told me the story that she put in the last of the stitching on the leather seats in 1953 on the last Mayflower as it came off the line in England. She was very delighted to see a Mayflower again.

According to one of our local vintage car experts there were only approximately 200 left-hand drive Mayflowers sold in the American market. I do not know how many were sold in Canada.

Now for the technical stuff. I located an old (but good condition) TR4A rear end crown and pinion gear matched set. The ratio is 3.7 as you have 10 teeth on the pinion to the 37 teeth on the crown gear.

Had a rear end specialty shop take out the old gears and install the replacement 4A parts.

the old gearing was eight teeth on the pinion to 40 teeth on the crown providing a very low 5.0. This is why the Lady May would not travel very fast and why my 62 hp Spitfire engine was screaming as the car travelled at about 50-55 mph.

What a difference with the 3.7 gearing. Keeping the original gear box I now have a functional first gear and motor about town mostly in second.

On the highway I can do 65-70 mph (yes actually pass cars) and the engine is doing less than 3,000 rpm. We now have a great traveller for next years car circuit.

I do not know how the original motor would handle this change but it makes a world of difference for this little car. A few more minor things to iron out over the winter and she will be in top form.

All the best in the new year to all the club members.



Letters

A very snowy winter in Chicago

Dear Nico,

In Chicago it is the time of year (cold and snowy) for maintenance on our fun cars. I have just finished replacing the head gasket on the Mayflower and was waiting for spring to arrive to test my work when we got the third deepest snowfall in Chicago history, 20.3 inches!

We have since dug out and temperatures are in the mid 20s F and sunny. A beautiful day to take Mayflower out.

It started promptly and after a few minutes of rough idle it smoothed out nicely. I got it out into the alley behind our garage and ran it for about 30 minutes.

It didn't overheat. The temperature gauge stayed at 75 but went down a bit when I turned on the heater. I hope that this will be the same in summer 90F heat.



I didn't take it out on the main roads due to the amount of salt they use to melt the snow. The day was picture perfect so I decided to take a few. Nice contrast between a black car and the fresh white snow.

I realise that you will be reading this when the weather is warmer but this is just a reminder of this past winter and that our cars are completely usable in winter if we want to take them out in the salt.

*Regards to you all,
Glenn Grossklags (787)
Chicago, USA*



Letters

Unbelievable photograph

Dear members,

As a retired electrician I am employed two days a week by the electrical contractors I worked for to look after the works stores. In doing so I come in contact with lads 50 years my junior.

One afternoon in conversation with three of them I said that on the Monday I was taking my Triumph Mayflower to a classic car show. After three blank looks and a "What's a Triumph Mayflower", I attempted to explain what it looked like, without any success.

So like a young antelope I rushed up to the office and got the bloke on the computer to get on the Internet and find one to print off.

We went into the various sites but I could not see the view I wanted. Then he went to another site unrelated to any Mayflower and up popped the picture below.

"Perfect," I thought, so got a print and took it down to the lads. After looking the first said that

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it is gorgeous (a lad of great intelligence). The second said: "Yes, quite nice" (I think he may be a passable tradesman). The third one just grunted (no comment).

I was then asked if my car was in the same condition? To which I replied I thought it could be. Then looking at the rear of the car I spotted the table and brolly, as quick as a flash, I thought, "That is our picnic table". Looking at the car number I realised that it was our car (no comment . . .). The photo had been taken at a car rally in Churchill Oxon last year!

A E Holford (965)
Gloucester



Letters

Rescue bid

Dear John

I got your information from a friend who was searching the internet. I believe you may be able to help me as I have a 1953 Triumph Mayflower for sale.

The car is whole but in poor condition as it was put inside a garage 30 years ago and has not been moved since then. I enclose a photo. I wish to sell it and had been offered £350 but whilst I took time to consider this the prospective buyer bought something else.

Please tell me a bit about yourself and how you may be able to help me, and the cost implications.

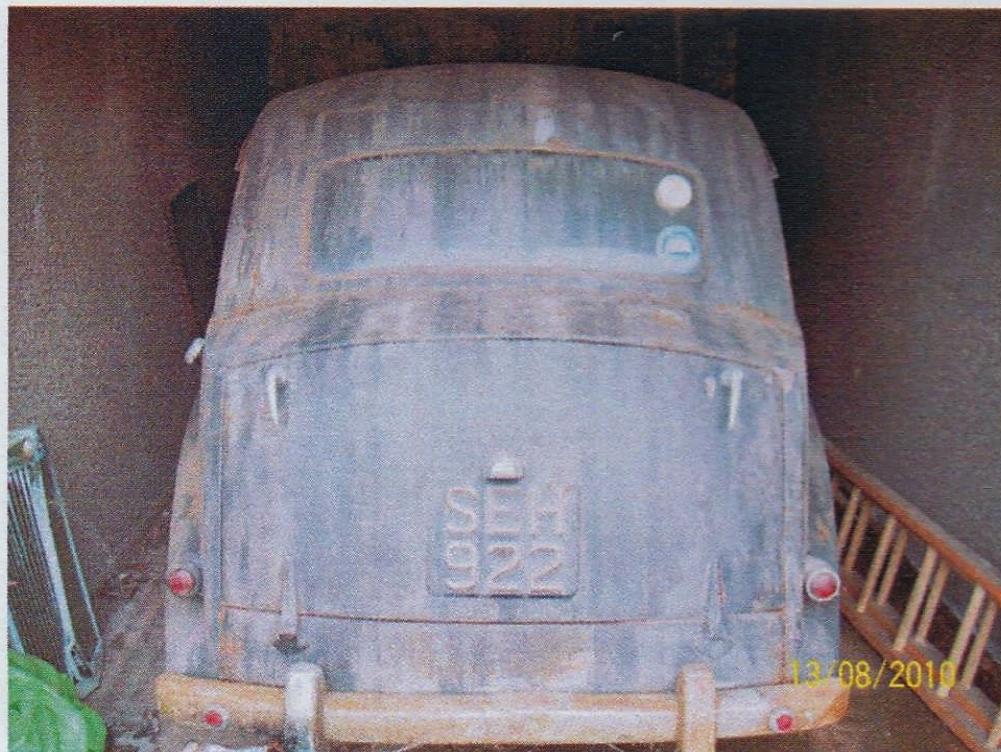
I am a 55 year old woman living in Norfolk. The car belonged to my mother, who died in August of this year. I need to sell it to clear the council property.

*Yours sincerely
Frankie Holman*

Good morning,

Thank you for your e-mail. I am indeed the secretary of the Triumph Mayflower Club.

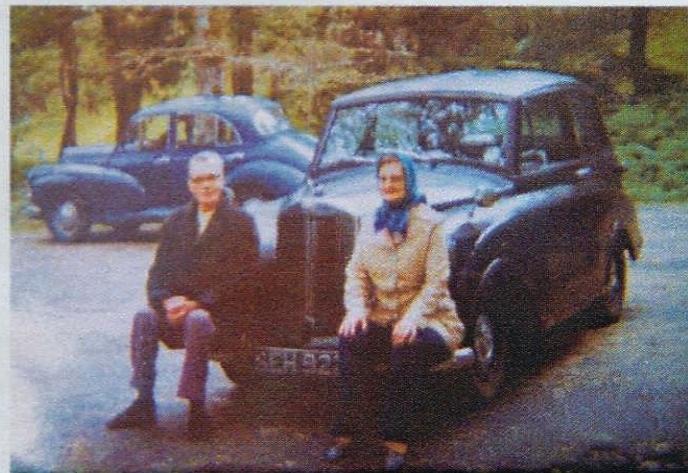
I am sending a copy of your letter and photograph to our website manager and the member who will be putting our magazine together quite soon. The club would be happy to advertise your car for you and there would be no charge for this.



The photograph is excellent - who are those people? I have similar photos of my parents and our Mayflower from the early 1950s.

I would need a little more information about the car - colour, does it have a log book, etc. Also are you prepared to share your phone number or do you want to deal through e-mail. Let me know what you think about my suggestions.

Thank you
John Oaker



Dear John

Thank you for your e-mail concerning the Triumph Mayflower SEH 922 which I had for sale. Things happened very quickly last week so I am able to report that I sold it on Saturday. It is a big relief.

The new owner says he is very interested in the history of the car and plans to restore it. You may well hear from him in the future. Meanwhile I send you two photographs.

One a back view of the car in the garage where it sat for nearly 30 years and the other a uncropped version of the old photo, in which the owner, Mr Albert Reeves, appears with my mother who inherited the car when he died.

When my mother died in August 2009 I had my name changed in the log book, so at least I can say that I was once a Triumph Mayflower owner too, albeit very briefly.

With kind regards
Frankie Holman

Synthetic (Dot 5) brake fluids

SILICONE BASED DOT 5 brake fluid was originally developed for racing, but has several qualities for use on classic cars with hydraulic brake systems.

These are: DOT 5 Silicone does not attract water. Lack of moisture absorption minimises corrosion of internal components for better sealing, longer component life, and less maintenance. On the other hand, regular brake fluids are hygroscopic and readily absorb water from the air and other sources. Therefore, car brake systems using DOT 3, 4 and 5.1 ought to have their fluids changed regularly to prevent problems. The maximum life of DOT 3, 4 and 5.1 is five years.

DOT 5 Silicone will not affect plastic or painted surfaces and is non-toxic, non-corrosive and nonirritating. With glycol based brake fluids, like DOT 3, 4 and 5.1, care must be used to thoroughly wash it thoroughly from skin and all painted surfaces.

DOT 5 Silicone offers superior lubrication of master cylinder and caliper pistons preventing abrasion between the sealing cups and pistons that can take place under racing conditions. In street use, this could result in nearly zero component wear.

DOT 5 Silicone has a very high boiling point that eliminates brake fade. Although it is no longer the preferred brake fluid for racing, it is more than adequate for street use.

Things you should know

As with any product there are several trade-offs to consider before rushing out and converting every vehicle you own.

Silicone fluids are not miscible with water. It's the classic oil and vinegar scenario. DOT 5 Silicone, being less dense, tends to float on water. Therefore, if water ever entered the system it would collect at the lowest point, meaning the bottom of the brake cylinders. Water in the bottom of the brake cylinders could be hard to get out without removing the cylinders and rotating the cylinders to place the bleed nipple at the lowest point.

While it's permissible to mix DOT 3, 4 and 5.1 brake fluids, DOT 5 Silicone fluid cannot be

mixed with any other type. If the system is not completely purged before conversion, the mixture may gel and result in very poor or no braking at all. Therefore conversion usually requires disassembly and a thorough cleaning, or at least numerous bleeding sessions over several days. Obviously then, the best time to consider conversion to DOT 5 is before rebuilding the brake system.

Because DOT 5 Silicone cannot be mixed with any other brake fluid it has been given a special purple colour. Any owner or mechanic seeing the special purple colour should instantly recognise that the fluid in the reservoir is not normal brake fluid.

There are actually two types of DOT 5 fluids. There is a SBBF (silicone based brake fluid) and a DOT 5.1 NSBF (non-silicone based fluid). For several years DOT 5.1 was not available to the general public and there was a very low chance of getting the two confused with each other. However, the latest generation of cars is now using DOT 5.1 and it is becoming more commonplace. Be aware that DOT 5.1 has the same base chemistry as DOT 3 and 4 and therefore does NOT offer the advantages of DOT 5 Silicone.

Another point of confusion is that most people assume that since DOT 5.1 has a higher number it must therefore be better. This is simply not true. DOT 5.1 was formulated for use in ABS systems that require a less viscous fluid. From the information I was able to gather it seems that most road racers are now relying on the latest generation of DOT 4 brake fluid, along with regular fluid replacement, for the ultimate performance.

There are some people saying that synthetic brake fluid should not be used in high performance cars because of a possible lower boiling point and a slightly higher compressibility of the fluid. From my own experience I can conclude that synthetic brake fluid works great in a Mayflower though. I had rebuilt the brake system over 15 years ago and used synthetic DOT 5 fluid when refilling the system. I haven't replaced the fluid since then (over 15 years!) and the system still works great, no jammed brakes or leaking seals even after

long periods of not being able to use the car. So if you are rebuilding your brake system do consider synthetic brake fluid, it works great on a Mayflower.

If you are not replacing all parts with new parts do make sure that you clean all old parts extremely well and bleed thoroughly! And keep some spare fluid in your car, you can't buy synthetic brake fluid at the average petrol station!

Many happy miles and braking!

Letters

Information needed

G'day Guys

Malcolm Robertson here. I'm writing a story about a Mayflower here in Australia for *Triumph World* magazine (see photo) and I'd

**DON'T FORGET
THE AGM
Sunday 20th March**

just like to touch base with the person who put together the Mayflower pages on the net.

I'm in the process of pinching some history and background information from it to go with the story and will of course acknowledge the source as well as publish the web address. I'd like to pass my draft past him if possible, just to make sure my story is reasonably accurate.

I'm also after a technical specs list. I don't know if there is one on the net somewhere. I can make one up from the handbook the Mayflower owner has, but it's always easier to lift one already done - you know how lazy we writers are!

Kind regards...

Malcolm Robertson
Musgrave Media
PO Box 3031, Weston
ACT Australia 2611
Phone: 0408 627 685



Swap meet bargain

by Dick J

AT THIS year's Bendigo Swap Meet I discovered a 1:76 scale model of a Triumph Mayflower. I just had to buy it!

Why? Probably because I learned to drive in mum and dad's Mayflower. They bought a brand new Triumph Mayflower in August 1951.

As a secondary school boy with an insatiable interest in motor vehicles, this grand occasion brought with it a car in our very own household parked in the garage that dad built with a little help from me.

I quickly learned how to wash the car, name all the controls, understand what the gauges were for, recognise the various components under the bonnet, check things like radiator, battery and oil levels and tyre pressures.

That was not enough for me, I had to sit behind the steering wheel and work all the controls in a phantom drive. I don't know how many hours I spent watching the inside of the garage wall practising.

Of course this was before the advent of "Ls" and "Ps" and eventually we were out one day between Yarra Glen and Coldstream when dad stopped the car and asked me would I like to try to drive the car. I accepted.

The results even surprised me, although I remember thinking: "I must get this right". Of course from then on I think dad got a fairly hard time every time we were on a quiet road.

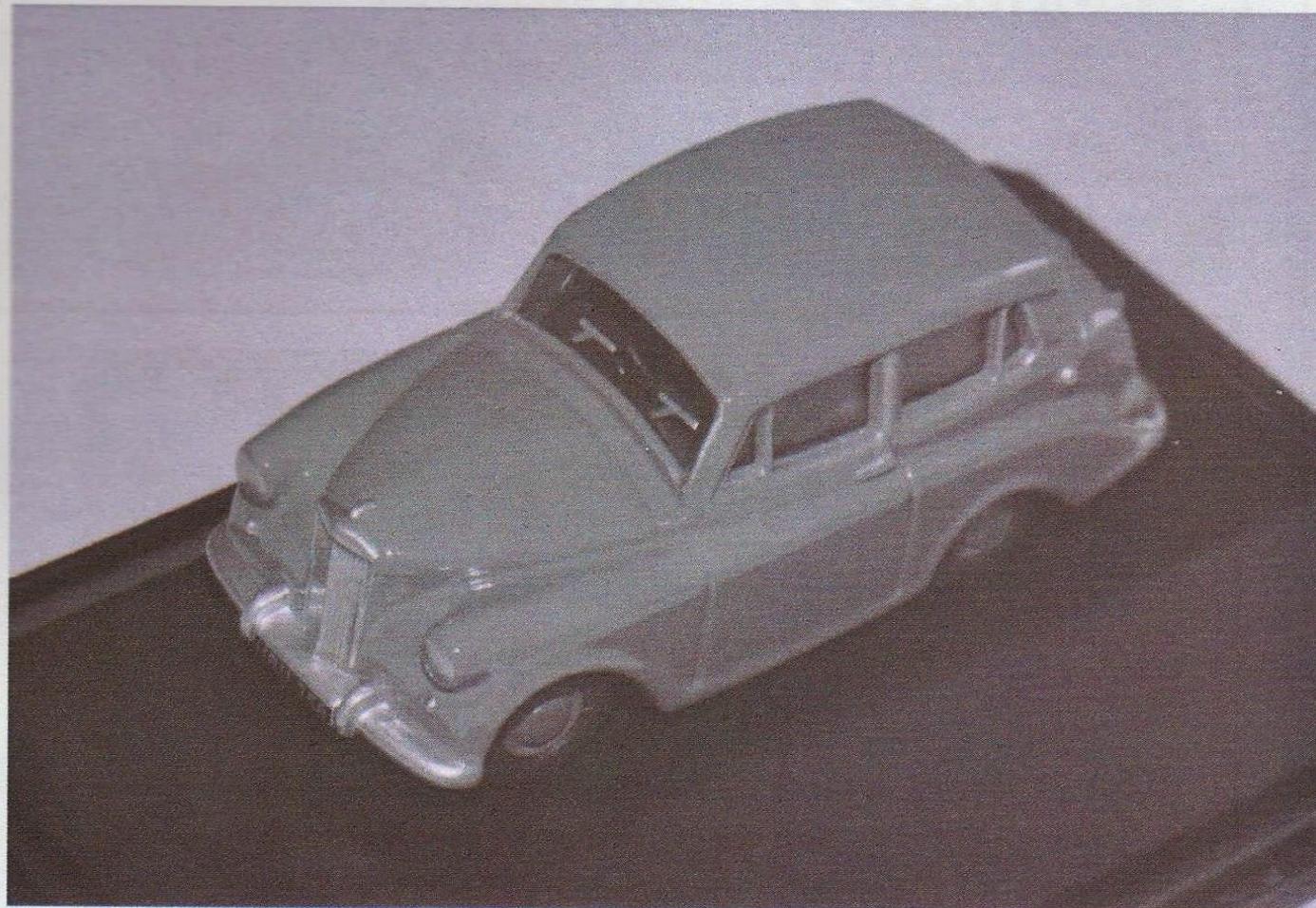
Apart from the general consensus that it was not one of the motoring greats, it was an interesting car for its time.

The engine was from a Standard "Flying Ten", the gearbox was from a Standard "Vanguard" with synchromesh on first gear, the front suspension was modified in construction and went into Triumph "TR2s".

It also had four-wheel hydraulic brakes which were unusual on small cars at the time and tubular shock absorbers, not the usual lever types so common in the 1950s. The interior was leather trimmed and the floors were carpeted.

I received a wealth of memories from my \$8.00 purchase at the Swap Meet.

Thanks to the Triumph Mayflower Owners Club for use of material in producing this article.



What a way to go!!

Dear Nico,

In the picture below are four Mayflowers ready for a "banger racing" meeting, minus glass and in one case front overriders. This advertisement was retrieved from a popular banger-racing magazine dated September 2009.

Where do these vehicles originate from? I understand now the reason we do not get quality second hand spares. Would you get spares from this source? I doubt it.

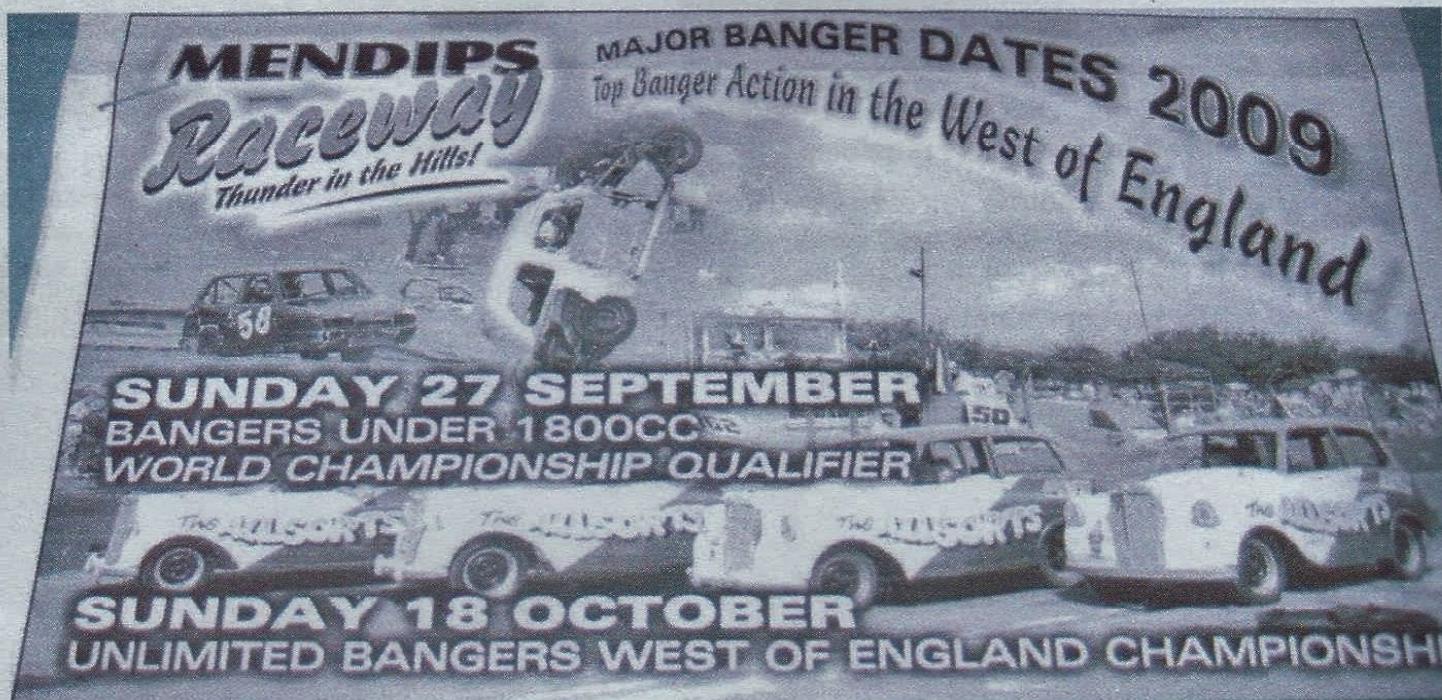
Regards
Fred Newman, Regalia Secretary

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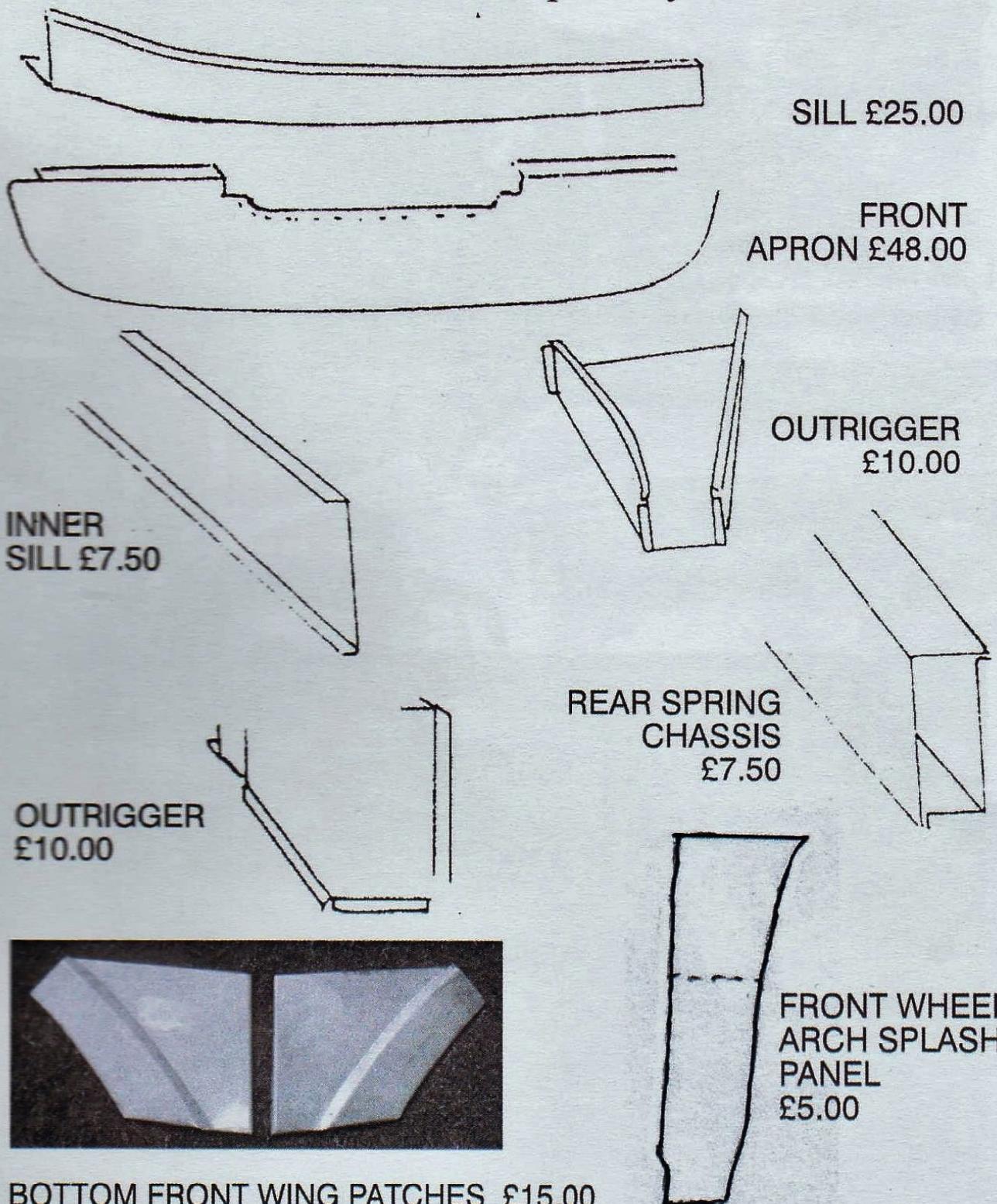
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